



Idling Reduction Initiative in Louisville

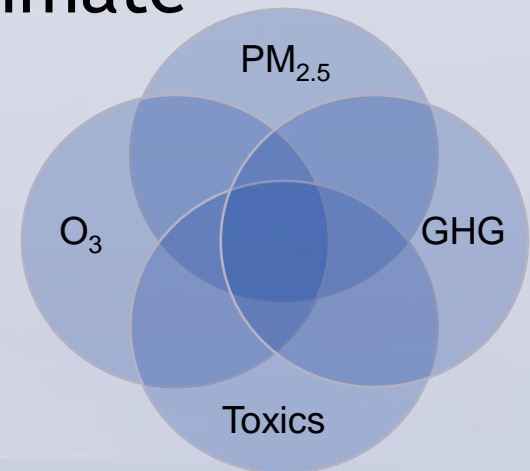


Air Quality 101

- Clean Air Act (CAA)
 - Requires EPA to set national standards for 6 criteria pollutants
 - Ozone
 - Nitrogen Oxides
 - Particulate Matter
 - Sulfur Dioxide
 - Carbon Monoxide
 - Lead
- National Ambient Air Quality Standards (NAAQS)
 - Health-based standards
 - Reviewed every 5 years
- APCD responsible for attaining the NAAQS

Stakeholder Involvement

- Four stakeholder groups recommended idling reduction to reduce air pollution
 - Ozone Air Quality Task Force
 - STAR Regulation 5.30 Stakeholder Group
 - Fine Particle Air Quality Task Force
 - Partnership for a Green City Climate Change Committee



Benefits of Idling Reduction

- Improved air quality
 - Attainment of air quality standards
 - Avoid violations and future nonattainment designations
 - Reduce emissions of toxics and GHGs
- Improved public health
 - Reduce asthma attacks and other respiratory illnesses
 - Reduce cancer risk from toxic air contaminants
 - Reduce emergency room visits, hospitalizations, and doctor visits
- Economy
 - Reduce fuel and maintenance costs
 - Encourage economic growth

A Call to Action

- 2007 Louisville violated Ozone standard
- APCD is required to implement contingency measures to re-attain the standard
- 2008 Ozone Air Quality Task Force was reconvened and recommended adoption of a vehicle idling restriction

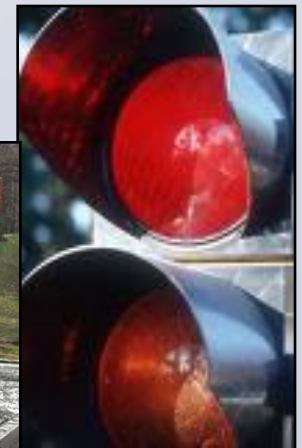
What is Idling?

Idling occurs when a vehicle's main engine is running but the vehicle is not moving.



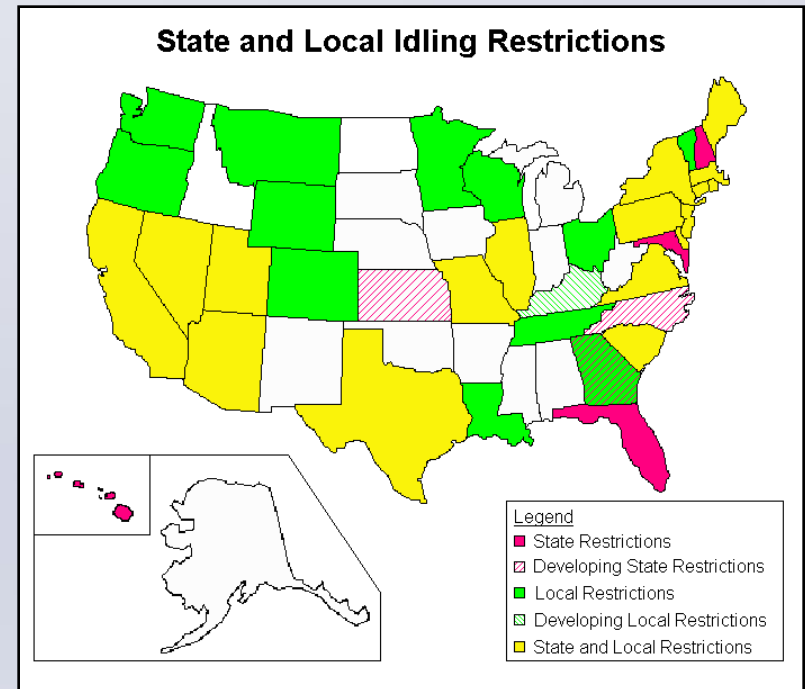
Why do vehicles idle?

- Safety
- Traffic conditions and traffic signals
- Operation of auxiliary and power take-off equipment
- Vehicle care and maintenance, repair, and inspection
- Comfort/Convenience
- Waiting



Idling Restriction Review

- Identified 115 jurisdictions idling restrictions
- Purpose and structure of restrictions vary
 - Determined by unique political, economic, demographic and environmental factors
- The Idling Reduction Working Group (IRWG) was formed to examine issues associated with idling reduction in Louisville



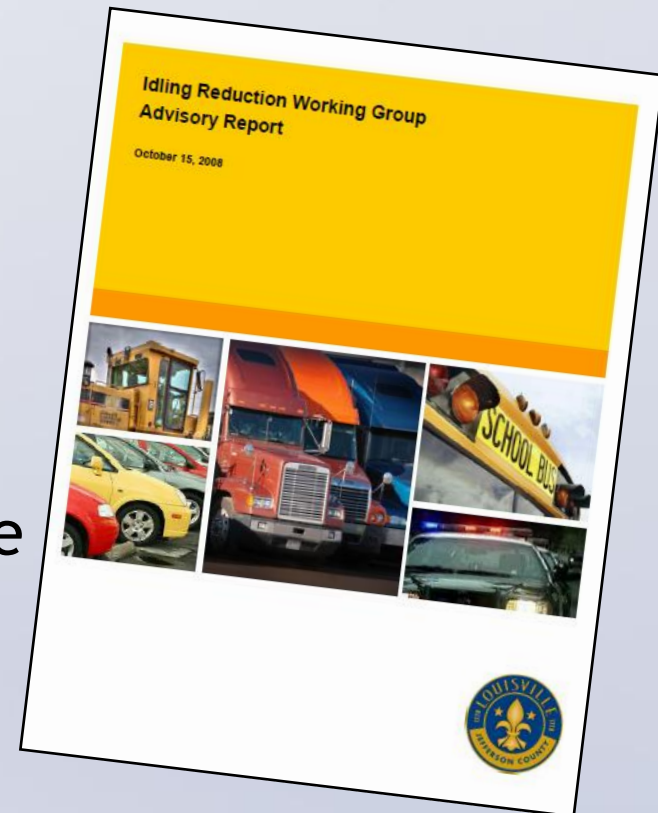
The IRWG Stakeholders

- The District invited over fifty stakeholders representing a diversity of interests including
 - Onroad and nonroad fleets
 - Businesses
 - Economic development
 - Environmental protection
 - Law enforcement
 - Community advocacy



IRWG Recommendations

- All mobile sources should be restricted
- Activities and conditions that require idling should be exempt
- Broad enforcement authority including LMPD, IPL, APCD and other Metro agencies
- Idling should be a civil offense rather than a criminal offense.
- A one year grace period to educate the community



The Proposal

- APCD plans to propose an **ordinance** to reduce engine idling and improve air quality in Louisville
- The proposed ordinance will:
 - Restrict all unnecessary idling
 - Exempt activities and conditions that require idling including:
 - Waiting for drive through services
 - Loading and unloading passengers
 - Operating auxiliary equipment
 - Inspecting, maintaining, or repairing a vehicle
 - During a federally-mandated breaks for vehicles equipped with a sleeper berth
 - A one year grace period is proposed to allow time for education about the ordinance and the economic, environmental, and health benefits of idling reduction.

Idling Myths and Facts

Myth #1: Engines need warming

FACT:

- Fuel injected gasoline engines don't need warming¹
- Modern diesel engines require no more than 3 minutes of warming²

¹ Costly Myths: An analysis of idling beliefs and behavior, Carrico et al., 2009

² From <http://www.in.gov/idem/4459.htm>.

Idling Myths and Facts

Myth #2: Idling causes less wear and tear than restarting the engine

FACT:

- Restarting a vehicle causes less wear and tear on the engine than idling¹

Idling Myths and Facts

Myth #3: Idling uses less fuel than restarting the engine

FACT:

- Restarting a vehicle uses less fuel than idling for 10 seconds¹

Idling Facts

Reducing idling significantly reduces costs

- Average long haul diesel truck idles for 1800 to 2400 hrs/yr²
 - Idling costs the industry \$5800 per truck annually
- Average driver spends 6 minutes/day idling¹
 - Louisville motorists waste more than 4 million gallons of gasoline per year idling **unnecessarily**¹

¹ Costly Myths: An analysis of idling beliefs and behavior, Carrico et al., 2009

² Stodolsky et al., 2000; U.S. EPA, 2004

Questions?